(b) whether any time limit has been fixed for implementation of the project; and

(c) whether it is also feasible to integrate this corridor with dedicated freight corridor between Delhi and Mumbai?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) No, Sir. Timeframe can be decided only after signing of Concession Agreement.

(c) As per present plan, the Bharuch-Dahej line will have connectivity to the Dedicated Freight Corridor (DFC) through the nearest junction points on the DFC.

Exclusive railway zone and coach/wagon factory in Kerala

1664. *SHRI ABDUL WAHAB PEEVEE:* Will the Minister of RAILWAYS be pleased to state:

(a) whether Kerala Government has submitted a memorandum to the Centre for sanctioning an exclusive railway zone and a coach and wagon factory for the State; and

(b) if so, the action taken by Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) New Zones are set up keeping in view factors like size, workload, accessibility, traffic pattern and other operating/administrative requirements etc. consistent with the needs of economy and efficiency without any regional considerations.

While presenting the Railway Budget 2008-09, a new rail coach factory has been announced for the State of Kerala to meet the requirement of passenger coaches. However, there is no proposal to set up of a wagon factory in the State at present.

Electrification of Mangalore-Trivendrum-Kanniyakumari Railway Line

1665. *PROF. P.J. KURIEN:* Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a major portion of Mangalore-Trivendrum-Kanniyakumari railway line is yet to be electrified;

(b) if so, the details thereof;

(c) whether Government has got any plan to electrify this railway line in full; and

(d) if so, the details thereof and Government's action plan to complete the electrification?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Yes, Sir. Mangalore-Shoranur 306 Route Kilometres (RKM) and Thiruvananthapuram-Kanniyakumari (87 RKM) of the section are un-electrified. Electrification work of Thiruvananthapuram- Kanniyakumari rail line has been sanctioned.

The option for electrification depends on its economic viability and operational necessity. *Survey and feasibility study for electrification of Mangalore-Shoranur section will be* undertaken.